

REPORT

OF THE

COMMISSIONERS

OF THE

TRANSCONTINENTAL RAILWAY.

FOR

FISCAL YEAR ENDING MARCH 31, 1909.



OTTAWA

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1909.

[No. 37—1910].

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, August, 1909.

The Honourable GEO. P. GRAHAM, P.C.,
Minister of Railways and Canals,
Ottawa.

SIR,—We have the honour to transmit through you to His Excellency the Governor General in Council our fifth annual report, being for the fiscal year ended March 31st, 1909, setting forth the receipts and expenditures in connection with the Eastern Division of the National Transcontinental Railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the reports of the District Engineers hereto annexed.

The total expenditure for the fiscal year amounted to \$24,892,772.98, making the total expenditure to March 31st, 1909, \$51,950,717.02.

The total miles of grading done to the end of the fiscal year between Moncton and Winnipeg was 725.5.

The total miles of track laid 345.43.

The entire line, with the exception of the entrance into Winnipeg, is now under contract.

The total contracts for steel superstructures in bridges and viaducts awarded amount to 23,765 tons, of which 7,594 tons have been practically completed.

Contracts for 174,818.2 gross tons of 80 lb. steel rails have been awarded to March 31st, 1909, 105,695.2 gross tons to the Dominion Iron & Steel Company, and 69,123 gross tons to the Algoma Steel Company.

Contracts for the necessary steel rail fastenings for these rails have also been placed with Canadian manufacturers.

The following contracts, after having been duly advertised, and sanctioned by the Governor-in-Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderers, as follows, viz.:—

MACDONELL & O'BRIEN. Construction of section, District "C": from a point designated on the plans of the Commissioners at or near Weymontachene, P.Q., 196.38 miles west of the north abutment of the Quebec bridge westerly for a distance of about 107 miles.

MACDONELL & O'BRIEN. Construction of section, District "C": from a point designated on the plans of the Commissioners at about 107 miles west of Weymontachene, P.Q., westerly to the end of the G.T.P. Company's contract, a distance of about 114.97 miles.

O'BRIEN & McDougall Bros. Construction of section, about 126 miles, Districts "E" and "F": from a point designated on the plans of the Commissioners at the western end of Fauquier Bros' contract north of Lake Nepigon, District "E," westerly to a point at or near Dog Lake, District "F."

O'BRIEN & McDougall Bros. Construction of section, about 24.13 miles, District "F": from a point at or near Dog Lake to Peninsula Crossing.

M. P. & J. T. DAVIS. Construction of section, Districts "D" and "E": from a point designated on the plans of the Commissioners, being from the western end of Fauquier Bros' Abitibi contract, in a westerly direction for a distance of about 104.24 miles.

M. P. & J. T. DAVIS. Construction of section, District "E": from a point designated on the plans of the Commissioners, being about sixty miles west of the

easterly boundary of District "E," westerly to the end of Fauquier Bros' contract north of Lake Nepigon, for a distance of about 100 miles.

STEEL BRIDGES.

District "A."

Dominion Bridge Company for steel superstructure for bridges over rivers Little Salmon, Quisibis, Iroquois, Madawaska. Prices:—

Little Salmon river, steel 4.68c. per lb., timber \$46.00 per M., b.m.
 Quisibis river, steel 4.39c. per lb., timber \$47.00 per M., b.m.
 Iroquois river, steel 4.39c. per lb., timber \$47.00 per M., b.m.
 Madawaska river, steel 4.39c. per lb., timber \$47.00 per M., b.m.

District "A."

Canada Foundry Company, Limited, for steel superstructures for bridges over Canaan river and Salmon river. Prices: steel 4.50c. and 4.65c. per lb. respectively; timber \$47.00 per M., b.m.

Wm. P. McNeil & Company, for steel superstructures for bridges over Four Mile brook, Grande river, Sigas river, Green river and Baker brook. Prices: steel 4.34c. per lb., 3.94c. per lb., 3.89c. per lb., 4.07c. per lb., and 3.89c. per lb., respectively. For timber, Four Mile brook \$40.00 per M., b.m.; for other structures \$42.00 per M., b.m.

Structural Steel Company, Montreal, for steel superstructures for bridges over Newcastle stream and Little river at mile 67 and 192 west of Moncton respectively. Prices: steel 3.95c. per lb.; timber, etc., \$37.00 per M., b.m.

Dominion Bridge Company, District "A." Overcrossing on highway and overcrossing of Ferry Road at mile 8.5 and 230.3 west of Moncton respectively. Prices: steel 4.375c. per lb. and 4.625c. per lb., respectively; timber and floor system \$47.00 per M., b.m.

Canada Foundry Company, Limited, for seven steel railway bridges, as follows:

District "A."

Tobique river: steel 4.38c. per lb.; timber, etc., \$46.00 per M., b.m.

District "F."

Edyth creek, 1st crossing: steel 5.07c. per lb., timber, etc., \$48.00 per M., b.m.

Edyth creek, 2nd crossing: steel 5.07c. per lb., timber, etc., \$48.00 per M., b.m.

Creek crossing, mile 108 west of Superior Junction: steel 4.9c. per lb., timber, etc., \$48.00 per M., b.m.

Creek crossing, mile 118.25 west of Superior Junction: steel 4.9c. per lb., timber, etc., \$48.00 per M., b.m.

Creek crossing, mile 158.75 west of Superior Junction: steel 4.9c. per lb., timber, etc., \$48.00 per M., b.m.

Macfarlane river, mile 130 west of Superior Junction: steel 4.7c. per lb., timber, etc., \$48.00 per M., b.m.

District "B."

Dominion Bridge Company, Limited. Steel superstructure for Vermillion river bridge, at mile 145, west of the Quebec bridge. Prices: steel 4.22c. per lb., timber and floor system \$48.00 per M., b.m.

District "F."

Locomotive shops east of Winnipeg. Messrs. Haney, Quinlan & Robertson. Price: lump sum of \$869,000.00, with schedule of prices for additions and deductions.

STEEL RAILS.

The Algoma Steel Company, Limited. 15,752 gross tons, 80 lb. steel rails as follows:—

6,871 gross tons, f.o.b. cars at the junction point with the T. & N. O. Railway at \$38.50 per gross ton.

6,870 gross tons, f.o.b. cars at the junction point with the T. & N. O. Railway, at \$38.50 per gross ton.

2,011 gross tons, piled on dock at West Fort William, at \$33.50 per gross ton.

The Dominion Iron & Steel Company, Limited. 28,695 gross tons, 80 lb. steel rails, as follows:—

2,282 gross tons, f.o.b. cars on Transcontinental Railway siding at Chipman, N.B., at \$35.95 per gross ton.

4,224 gross tons, f.o.b. cars on Transcontinental Railway siding near crossing of the I.C.R., in the County of York, N.B., at \$35.22 per gross ton.

4,023 gross tons, f.o.b. cars same crossing as above at \$35.22 per gross ton.

4,651.5 gross tons, f.o.b. cars, same crossing as above at \$35.22 per gross ton.

1,006 gross tons, f.o.b. cars on Transcontinental Railway siding near Plaster Rock, N.B., at \$35.95 per gross ton.

848.5 gross tons, f.o.b. cars on Transcontinental Railway siding at Grand Falls, N.B., at \$35.95 per gross ton.

2,376 gross tons, f.o.b. cars on Transcontinental Railway siding at Grand Falls, N.B., at \$35.95 per gross ton.

8,196.5 gross tons, f.o.b. cars on Transcontinental Railway siding at junction with the Quebec Central Railway, near St. Anselme, P.Q., at \$34.40 per gross ton.

RAIL FASTENINGS.

The Nova Scotia Steel & Coal Co., Ltd. 34,520 steel tie plates; total weight 166,400 lbs., at \$2.12 $\frac{1}{2}$ per 100 lbs., f.o.b. cars at Moncton, N.B.

The Montreal Rolling Mills Company. 74,800 steel tie plates; total weight 360,800 lbs., at \$2.22 $\frac{1}{2}$ per 100 lbs., f.o.b. cars Grand Falls, N.B.

The Hamilton Steel & Iron Co., Ltd. 4,251,090 lbs. steel tie plates to specifications, as follows:—

1,011,150 lbs. free on dock Levis, at \$1.74 per 100 lbs.

1,566,800 lbs. free on dock Quebec, at \$1.74 per 100 lbs.

172,200 lbs. f.o.b. cars North Bay, at \$1.90 per 100 lbs.

1,500,940 lbs. free on dock Fort William or West Fort William, at \$1.82 $\frac{1}{2}$ per 100 lbs.

The Nova Scotia Steel & Coal Co., Ltd. 969.5 gross tons steel splice bars, at \$48.16 per gross ton, delivered as follows:—

225 gross tons f.o.b. cars Transcontinental Railway siding near crossing of the I.C.R., in the County of York, N.B.

214 gross tons f.o.b. cars same point as above.

247 gross tons f.o.b. cars same point as above.

53.5 gross tons f.o.b. cars on Transcontinental Railway siding near Plaster Rock, N.B.

45 gross tons f.o.b. cars on Transcontinental Railway siding at Grand Falls, N.B.

58 gross tons same point as above.

126.5 gross tons f.o.b. same point as above.

The Hamilton Steel & Iron Co., Ltd. 838 gross tons steel splice bars, as follows:—

731 gross tons f.o.b. cars on Transcontinental Railway siding at junction with the T. & N. O. Railway at \$48.83 per gross ton.

107 gross tons piled free on dock West Fort William at \$47.71 per gross ton.

The Montreal Rolling Mills Company. 558 gross tons steel splice bars at \$47.04 per gross ton, delivered as follows:—

122 gross tons f.o.b. cars Chipman, N.B.

436 gross tons f.o.b. cars at junction with the Quebec Central Railway near St. Anselme, P.Q.

The Peck Rolling Mills Co., Ltd. 190.5 tons steel track spikes, as follows:—

26.5 tons f.o.b. cars on Transcontinental Railway siding near Plaster Rock, N.B., at \$2.48½ per 100 lbs.

22 tons f.o.b. cars on Transcontinental Railway siding at Grand Falls, N.B., at \$2.48½ per 100 lbs.

28.5 tons f.o.b. cars at same point and price as above.

61.5 tons f.o.b. cars at same point and price as above.

52 tons piled on dock at West Fort William at \$2.40 per 100 lbs.

The Nova Scotia Steel & Coal Co., Ltd. 335 tons steel track spikes at \$2.43 per 100 lbs., delivered as follows:—

109.5 tons f.o.b. cars on Transcontinental Railway siding near I.C.R. crossing, County of York, N.B.

104.5 tons f.o.b. cars same point as above.

121 tons f.o.b. cars same point as above.

The Hamilton Steel & Iron Co., Ltd. 356.5 tons steel track spikes at \$2.58 per 100 lbs., delivered as follows:—

178.5 tons f.o.b. cars on Transcontinental Railway siding at junction with the T. & N. O. Railway.

178 tons f.o.b. cars same point as above.

The Montreal Rolling Mills Company. 272.5 tons steel track spikes, as follows:

59.5 tons, f.o.b. cars at Chipman, N.B., at \$2.50 per 100 lbs.

213 tons, f.o.b. cars at junction with the Quebec Central Railway near St. Anselme, P.Q., at \$2.40 per 100 lbs.

The Toronto Bolt & Forging Co. 211 tons track bolts, as follows:—

16.5 tons, f.o.b. cars on Transcontinental Railway siding at Chipman, N.B., at \$3.15 per 100 lbs.

30.5 tons, f.o.b. cars on Transcontinental Railway siding near the crossing of the I.C.R., County of York, N.B., at \$3.15 per 100 lbs.

29 tons, f.o.b. cars at same point and price as above.

33.5 tons, f.o.b. cars at same point and price as above.

7.5 tons, f.o.b. cars on Transcontinental Railway siding near Plaster Rock, N.B., at \$3.15 per 100 lbs.

6 tons, f.o.b. cars on Transcontinental Railway siding at Grand Falls, N.B., at \$3.15 per 100 lbs.

8 tons, f.o.b. cars at same point and price as above.

17 tons, f.o.b. cars at same point and price as above.

49 tons, f.o.b. cars at T. & N. O. Railway junction at \$3.10 per 100 lbs.

14 tons, free on dock at West Fort William at \$3.05 per 100 lbs.

The Montreal Rolling Mills Company. 59 tons track bolts and nuts, f.o.b. cars at junction with the Quebec Central Railway near St. Anselme, P.Q., at \$3.15 per 100 lbs.

RAILWAY TIES.

On the recommendation of our Chief Engineer, and after approval by the Governor-in-Council, contracts for railway ties were entered into as follows, viz.:—

The Eastern Construction Co., Ltd. 38,926 1st class and 21,463 2nd class railway ties, delivered as follows:—

15,070 1st class and 9,211 2nd class ties between Stations 0 and 2524, District "F";

23,856 1st class and 12,252 2nd class ties between mile 75½ and 75.8, District "F": all at a flat rate of 52½c. per tie.

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Mr. John G. Hearn. 105,000 railway ties at 57c. per tie for 1st class, and 44c. per tie for 2nd class, the latter not to exceed 20% of the whole—65,000 to be delivered near Belair and St. Basile stations, on the C.P.R., and along the right-of-way between St. Basile and the Charest river in such numbers as to allow track laying from Belair or St. Basile easterly to the Quebec bridge; 40,000 to be delivered on the right-of-way between Charest river and La Tuque, P.Q. These ties were all required at the points named, and the prices were considered as most satisfactory.

The contracts for the mill and shop inspection of the material and workmanship for bridges have been awarded to the Canadian Inspection Company, Montreal, for the price of 45c. per ton of 2,000 lbs. This Company has also been awarded contracts for the inspection of the steel rail fastenings for the price of 20c. per ton.

The contracts for the inspection of the steel rails have been awarded to the Standard Inspection Bureau, Limited, Toronto, for the price of 5c. per ton.

Attention is directed to the statements annexed to this report showing the details of the expenditure during the fiscal year and since the commencement of the work.

The whole respectfully submitted.

C. F. McISAAC,
C. A. YOUNG,
S. N. PARENT,
Chairman.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY, CHIEF
ENGINEER'S OFFICE.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY, OTTAWA, ONT.

SIRS:—I beg to submit the following report on the progress of the work under my charge from the 31st of March, 1908, to the 31st of March, 1909.

The entire line, with the exception of the entrance into Winnipeg, is now under contract, and a contract for the construction of a bridge over the Red river, and the entrance into Winnipeg will probably be awarded in April.

A contract for the erection of locomotive and other shops at a point about five and one-half miles east of Winnipeg was awarded to Messrs. Haney, Quinlan and Robertson on the 23rd of March, 1909, and will be proceeded with during the coming season.

Considerable progress has been made with the construction, especially between Moncton and Weymontachene, and between Lake Superior Junction and Winnipeg, and it is expected that the last mentioned section will be in operation before next winter.

In order to simplify reference to general contracts, the following table is attached, showing district, number of contract, name of contractor, approximate through mileage covered by contract, and its length in miles:—

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Contract No.	Contractor	Mileage		
		From	to	Length
Dist. "A"—				
1.....	Grand Trunk Pacific Ry. Co.	0.00	50.00	50.00
2.....	Jno. W. McManus & Co.	50.00	58.00	8.00
3.....	Grand Trunk Pacific Ry. Co.	58.00	96.42	38.42
4.....	Grand Trunk Pacific Ry. Co.	96.42	163.80	67.38
5.....	Willard Kitchen Co.	163.80	195.58	31.78
6.....	Lyons & White	195.58	256.61	61.03
Dist. "B"—				
7.....	M. P. & J. T. Davis	256.61	310.22	53.61
8.....	M. P. & J. T. Davis (Quebec Bridge)....	310.22	460.45	149.12 1.11
9.....	M. P. & J. T. Davis	460.45	510.31	49.86
10.....	Macdonell & O'Brien	510.31	610.41	100.10
11.....	Grand Trunk Pacific Ry. Co.	610.41	656.83	46.42
12.....	Macdonell & O'Brien	656.83	763.88	107.00
Dist. "C"—				
13.....	Macdonell & O'Brien	763.88	878.80	114.97
14.....	Grand Trunk Pacific Ry. Co.	878.80	925.12	46.32
Dist. "D"—				
14.....	Grand Trunk Pacific Ry. Co.	925.12	1028.80	103.68
15.....	E. F. & G. E. Fauquier	1028.80	1128.77	99.97
16.....	M. P. & J. T. Davis	1128.77	1172.85	44.08
Dist. "E"—				
16.....	M. P. & J. T. Davis	1172.85	1232.85	60.00
17.....	M. P. & J. T. Davis	1232.85	1332.85	100.00
18.....	E. F. & G. E. Fauquier	1332.85	1407.85	75.00
19.....	O'Brien, Fowler & McDougall	1407.85	1428.04	20.19
Dist. "F"—				
19.....	O'Brien, Fowler & McDougall	1428.04	1534.04	106.00
20.....	{ O'Brien, Fowler & McDougall	1534.04	1557.80	12.26
20a.....	{ O'Brien, Fowler & McDougall (G.T.P. Subs.)	1534.04	1557.80	11.50
21.....	J. D. McArthur Co.	1557.80	1804.47	246.67

NOTE.—Contract 12 transferred from District "C" to District "B"

District "A."

The location of about $42\frac{3}{4}$ miles was revised during the summer months and a saving of about \$200,000.00 in construction effected thereby. The progress made by the general contractors in this district has been satisfactory, with the exception of contract No. 2, where greater progress should have been made.

9-10 EDWARD VII., A. 1910

Contracts were awarded during the year for the steel superstructures required at the following mileages and places:—

MILE.	
8.5	Overcrossing highway.
21.7	Canaan river.
57.	Salmon River Chipman.
67.	Newcastle stream.
165.2	Tobique river.
184.71	Little Salmon river.
192.	Little river.
197.6	Four Mile brook.
207.8	Grand river.
209.8	Sigas river.
213.8	Quisibis river.
220.9	Green river.
228.8	Iroquois river.
230.2	Madawaska river.
230.3	Overcrossing ferry road.
243.8	Baker brook.

None of these have as yet been erected.

The total approximate distance graded in this district up to the end of the fiscal year was 170 miles.

Track laid in main line up to the end of year	35.41 miles
Track laid in spurs and sidings.	11.44 "
Total track laid up to end of year	46.85 "

District "B."

Progress made under the general contracts in this District has been satisfactory; the average number of men and horses employed during the year was 5,952 men and 1,075 horses; also 31 locomotives and 11 steam shovels.

Good progress has also been made in the erection of steel superstructures for the various bridges, those at the following points being about completed:—

Mileage west of Quebec Bridge.

2.6	Cap Rouge viaduct.
50.7	Charest river.
65.3	Batiscan river.
70.8	Undercrossing highway.
83.	Tawachiche river.
85.	Roberge creek.
95.	River des Eaux Mortes.
128.6	St. Maurice river.
128.9	River au Lait.

A contract was awarded for the steel superstructure for the bridge over the Vermillion river at mile 145 west of the Quebec bridge, on January 30th, 1909, to the Dominion Bridge Company.

Total mileage of grading done in this District up to the end of the year is about 267.25 miles.

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Total mileage of main line track laid east of the Quebec bridge.	13 miles
Total mileage of main line track laid west of the Quebec bridge.	109.2 "
Track laid in spurs and sidings.	13.5 "
Total track laid to end of year.	135.7 "

The easterly 107 miles of District "C," owing to its being more accessible from the east than from the west has been transferred to District "B," and a contract (12) for the construction of this portion was awarded to Messrs. Macdonell & O'Brien on the 19th of September, 1908, but as yet little work has been done on it.

District "C."

Location and revision surveys were continued by two parties in this District during the summer months, but they were disbanded before the end of the year. Two parties were also engaged in taking soundings and making cross sections of the various stream crossings. In January, 1909, a party was sent in north of Grand Lake Victoria to try alternative lines between the Atik and Megiskan rivers, but have not as yet completed their work.

The easterly 107 miles of this District has been transferred to District "B" as before mentioned, and westerly from the new boundary between Districts "B" and "C," a contract (No. 13) for the construction of 115 miles was awarded to Messrs. Macdonell & O'Brien on the 19th of September, 1908. This 115 mile contract extends to the easterly end of the contract (14) in Districts "C" and "D" awarded to the Grand Trunk Pacific Railway Company, on March 14th, 1907, but no work has been done on either of these contracts, except about 150 acres of clearing on contract No. 14.

District "D."

Mr. A. G. Macfarlane, formerly Assistant District Engineer in District "F," was appointed District Engineer of District "D" early in October, relieving Mr. John Aylen, who had been acting District Engineer for a year. Mr. Aylen subsequently resigned and has been replaced as Assistant District Engineer by Mr. A. H. Willet, formerly of District "F."

The revision of final location was completed by two parties during the summer months, and a third party was also employed taking borings and making cross sections of the various stream crossings as far west as mile 193.

The progress made with the construction on the 103 miles which was awarded to the G.T.P. in March, 1907 (Contract No. 14), has not been satisfactory, and, for some time past, I have been endeavouring to have that Company put on additional men and plant to push the work, and they have now made arrangements to that end.

The progress of the work from the 103rd to the 203rd mile, a contract (No. 15) for which was awarded to Messrs. E. F. & G. E. Fauquier on the 25th of March, 1908, has been satisfactory.

On October 29th, 1908, a contract (No. 16) for 44 miles at the westerly end of this District was awarded to Messrs. M. P. & J. T. Davis, this contract also extending into District "E" for 60 miles, but as yet no work has been done on this contract.

A contract was also entered into on the 12th of March, 1909, with Messrs. O'Boyle Bros., of Sault Ste. Marie, for the erection of District Engineer's Offices at Cochrane, at a cost of \$7,351.85.

Average number of men and horses per month employed in this District was 641 men and 60 horses.

Total grading done in this District to end of year was, say, 24.3 miles.

District "E."

Some revisions of final location have been made in this District during the past summer with very satisfactory results, reducing the grades, curvature and quantities to a considerable extent.

On the 28th of March, a contract (No. 18) for the construction of 75 miles was awarded to Messrs. E. F. & G. E. Fauquier, but owing to the distance the work is from regular means of communication, the contractors were only able to commence clearing the right of way in August and the actual grading in October, but they have constructed a tramway 18 miles in length, connecting Helen lake with Lake Nepigon, and before the close of navigation had a considerable tonnage of supplies forwarded to the vicinity of the line, and will be in a position to push the work when the spring opens.

On the 19th of September last, a contract (No. 19) was awarded to Messrs. O'Brien, Fowler & McDougall Bros., covering the westerly 20 miles of this District. No work has yet been done on this contract.

On October 29th last, contracts (Nos. 16 and 17) covering the easterly 160 miles of this District were awarded to Messrs. M. P. & J. T. Davis, but no work has been done on them.

The average number of men and horses employed per month on this District (Contract 18) was 135 men and 13 horses.

Total grading done to date on this District, 6 miles.

District "F."

This District may be divided into two sections, the one east and the other west of what has heretofore been known as "Lake Superior Junction," this point being about half a mile from Pelican Falls on English river.

On the easterly portion the revision of final location surveys was completed during the summer, and, on the 19th of September, 1908, contracts (Nos. 19 and 20) were awarded to Messrs. O'Brien, Fowler & McDougall Bros., No. 19 covering about 106 miles from the easterly boundary of the District to near Dog lake, and No. 20 covering about 23.76 miles from near Dog lake to what was formerly known as "Lake Superior Junction" near Pelican Falls.

In this last mentioned contract there are included 11.13 miles from near Pelican Falls easterly, on which work has been done by the Grand Trunk Pacific Railway Company, and which they are to complete as subcontractors of Messrs. O'Brien, Fowler & McDougall Bros. The track on the main line for this last mentioned distance is now laid, but not yet ballasted. This will move the junction point of the Lake Superior branch of the G.T.P., 11.13 miles easterly from where first contemplated near Pelican Falls, but will only adversely affect the through mileage by 37/100 of a mile over the northerly route.

Satisfactory progress has been made with the construction easterly from the new Lake Superior Junction (through mileage 1546.67) on contracts Nos. 19 and 20.

On the western section the progress made with the construction has been satisfactory, the heavy rock cuttings being about finished. There still remain a number of embankments to be completed by the use of temporary trestle and train fill, but the progress on these during the last three months has been such that no delay to track laying should result, and it is expected that the entire main line track will be laid in this section before the end of September next.

The following steel superstructures have been completed and construction trains are now running over them:

Mile	181.6	C.P.R. Over-crossing.
	194.5	Whitemouth river.
	209.4	Brokenhead river (East).
	216.0	Brokenhead river (West).

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Contracts have also been awarded for the steel superstructures required at the following points:—

Mile	33	Edith creek.
	33.4	Edith creek.
	76	Wabigoon river.
	108	Creek.
	118.25	Creek.
	130	Macfarlane river.
	135	Winnipeg river.
	158.75	Creek.

Track has been laid on our main line from our junction with the Dundee branch of the Canadian Northern Railway in St. Boniface easterly for $112\frac{1}{4}$ miles, and 37 miles of track have been laid in sidings and spurs. There are about 13.63 miles of main line track laid near Lake Superior Junction, including the 11.13 miles on the portion constructed by the G.T.P., making the total main line track laid in this District to date 125.88 miles, and about 37 miles of sidings.

Total mileage graded, 258 miles.

The average number of men and horses employed per month was 4,514 men and 831 horses.

CLASSIFICATION AND ARBITRATION.

As mentioned in my report for the fiscal year ending March 31st, 1908, objections were made by the Grand Trunk Pacific Railway Company in regard to classification allowed by us on various sections in Districts "B" and "F," and on the 2nd of April, 1908, I asked Mr. Woods, Assistant Chief Engineer of that Company, to indicate at what stations our classification was objected to, and received a reply from him dated the 21st of April, taking exception to the classification at a number of points in District "F," and subsequently some definite points in District "B," and enclosing a list of stations where objections were made. On the 24th of April, I asked the Assistant Chief Engineer of the G.T.P. to name a date for a conference to appoint a third arbitrator, and received a reply on the 28th, in which he asked that I should first go over some of the points on the ground. On the 11th of May, I again wrote Mr. Woods, expressing the opinion that our going over the ground without a third arbitrator would be lost time, in face of the statements made by our resident engineers on the work, and received a reply from him dated the 18th of May. On the 21st of May, I wrote Mr. Woods reiterating my statements re a third arbitrator, but consented to first visiting a few points in dispute. In accordance with this, we left on the 30th of May for District "F." We reached there on the 31st and spent five days on the work in that District, and from the 29th of June to the 3rd of July, we spent going over numerous points east of the Quebec bridge. On the 22nd of July, I again wrote Mr. Woods in regard to both Districts "B" and "F," stating that, as my engineers on the ground had actual measurements of the material and could produce them, I could not agree with him, and suggested the names of three parties as third arbitrator. On the 29th of July, I asked him to expedite the appointment of a third arbitrator. On the 18th of August, I wrote Mr. Woods reminding him of my letters of July 22nd and 29th on the same subject, and on the 12th of September, I wired him again on the same subject, and spoke to him regarding the same on the 5th of October. On the 8th of October, I wrote to you in regard to the matter of arbitration, and also Mr. Woods on the 14th of that month. Nothing definite was received from the Grand Trunk Pacific, until a letter dated the 16th of November, from Mr. B. B. Kelliher, Chief Engineer of that Company, suggesting Mr. Collingwood Schreiber, General Consulting Engineer to the Government, as third arbitrator. I wrote Mr. Schreiber on the 20th of November, asking him if he would act, and he replied on the 21st

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stating that, not being aware of the extent or nature of the questions in dispute, he was unable to answer as to whether or not he could find the time to assume the position of third arbitrator, and further in any case, he could only accept duties or office such as he was requested to do by the Prime Minister. Since that date, however, I have verbally communicated with Mr. Schreiber, and he is prepared to accept the appointment with the consent of the Prime Minister, providing it will not interfere with his duties as Engineer of the Western Division of the Grand Trunk Pacific Railway, and that it can be carried on prior to a date not later than the 15th of May next. He agrees with me that it would be a farce to go on with the work now when the snow is on the ground, but as soon as it disappears, say April 1st, he will be prepared to proceed, and I am now endeavouring to arrange with Mr. Kelliher, that as soon as the snow goes, he, Mr. Schreiber and myself shall proceed to arbitrate these matters on the ground.

AGRICULTURAL LANDS.

I may state that from time to time, I have received reports from district and other engineers in regard to the nature of the country and timber along our line in Western Quebec and North-eastern Ontario. I have had these summarized, and a map explanatory of same prepared, which I attach.

The land fit for cultivation in District "C" commences at a point about four miles east of the Bell river, and extends westerly to the Ontario boundary. The extent of this land north and south is shown on the accompanying map. Most of this land will be fit for cultivation, being a good clay soil easily drained. No doubt this arable land extends much further north than shown on the map, but we only report on the country as far as explored by our engineers. On this tract, as shown on the map of District "C," there are about 5,800 square miles, or 3,712,000 acres, and of this amount it is said 2,500,000 acres will make good farming land, and most of the rest can probably be drained afterwards.

The timber from the Bell river to the Hurricanaw river is principally spruce, balsam and jack pine, running from six to eighteen inches in diameter. From the Hurricanaw to the Ontario boundary, it is second growth, principally of balsam, birch and spruce, though there is some good spruce on the southern part of the tract as marked.

On the Hurricanaw there is good navigable water for steamboats sixty or seventy miles in a southerly direction towards the height of land.

All the country is well watered, and interspersed with fine lakes and rivers.

District "D."

In District "D," commencing at the Ontario boundary, or the 114th mile on the attached map, to the 185th mile, there are about 2,100 square miles, or 1,344,000 acres of land. The percentage of arable land fit for cultivation upon clearing may go up to sixty per cent., although there are long swamps near the line between the 155th and 175th miles, but these can easily be drained, as they are not deep.

Timber is small, except in the valleys.

From the 185th to the 285th mile, there is an immense tract equal to any agricultural land in Canada, being a succession of long ridges, interspersed with swamps, which can be easily drained. The country is well watered and has an abundance of water power.

There are 7,500 square miles, 6,000 of which, or 3,800,000 acres, can be considered good arable land.

The timber is small, consisting of spruce, balsam or white birch, except on the southern end of Ground Hog river, where there is some white and red pine. From the 285th to the 325th mile, the soil is of a more sandy nature, though the valley of

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the Missinabie river contains some excellent land. The area would be about 2,000 square miles, containing probably about 500,000 acres of good arable land, 300,000 acres of medium quality, and the balance of pasture and rocky land well wooded. The GREEN tinted area south of the 107th mile to the 190th mile is also good land, but would require more drainage. The country here is very flat, covered with moss swamps, with low clay ridges, but all with good substratum of clay. According to reports, this clay belt extends much further north than shown on the map, but the area shown has been put in from personal observation and reports of the engineers.

District "E."

From the 325th mile to the 355th mile, there is a good wide range of agricultural land, which would make an area of about 2,000 square miles, or 1,000,000 acres. This is good sandy loam, well watered and timbered with small spruce, birch and balsam.

From the 355th mile west to mile 475, the area of arable land is much more restricted as far as our reports go, being confined more to the valleys of large rivers. There are probably 1,000 square miles, or 600,000 acres in this tract. West of the 470th mile, there is very little land fit for cultivation.

The following is a weather report on Districts "C" and "D," from May 1st to September 30th, 1907, giving dates of frost.

Caches	May	June, July and August	September
Bell River	Light frost to 19th	None	None
N.E. Abitibi 109th mile	Light frost to 20th	None	None
N.W. Abitibi 139th mile	Light frost to 20th	None	None
Abitibi River 184th mile	Ther. reg. 30° and 32° to 20th.	None	White frost Sep. 1st then none till 24th.
McDougall's Chutes.	None	None	None
Mettagama River 239th mile	Ther reg. 31° on 7th, 8th and 26th.	None	Ther. reg. 32° 1st, 15th and 30th
Kapuskasing River	No record.	None	Ther. reg. 31° on 14th, 23rd and 24th
Opazatica, 237th mile ..	Light frost to 19th	None	First frost on 14th
Missanabie	Light frost to 19th	None	First frost on 28th

BUSH FIRES.

I am pleased to state that during the past season no bush fires were reported as having been caused by any of our contractors.

MILEAGE.

The through mileage from Moncton to Winnipeg is 1804.84 miles. Total grading done to date between Moncton and Winnipeg 725.5 miles.

TOTAL MILEAGE OF TRACK LAID.

District	Main Line	Sidings, Spurs, &c.	Total Track laid
"A"	35.41	11.44	46.85
"B"	122.2	13.5	135.7
"F"	125.88	37.	162.88
Totals	283.49	61.94	345.43

Total contracts for steel superstructures in bridges awarded to date amount to 23,765 tons; of this amount 7,594 tons have been practically completed.

CASUALTIES.

No accidents of a serious nature have occurred to the engineering staff, but there have been a considerable number among men employed by the contractors, a large proportion of which were due to the use of explosives.

The following is a statement compiled from reports received by me, giving the District in which the accidents occurred, the date, cause, and, as far as practicable, the names of killed or injured.

Date	Killed	Injured	Cause
District "A"—			
Aug. 1st 1908	Accettela, Noc.		Crushed by car.
Aug. 31st "	Delessio, A.		Explosion.
Sep. 25th "	.....	{ Higgans Delaney Wheaton. }	Explosion.
Oct. 21st "	.....	Foreman, St. 1513.	Explosion.
Dec. 3rd "	Drost, Sam.		Run over by car.
Dec. 7th "	Angelo, O.	Plagadio, A.	Explosion.
Dec. 14th "	.....	{ Brooks McGammon }	Derailment.
Feb. 5th 1909	Italian. Bron, A.		Explosion.
Feb. 5th "	Pafscifki, A.		
Feb. 18th "	Tarabar, C.		
Feb. 22nd "	.....	Delincio, S.	Fell from trestle.
Mar. 12th "	Gemmeker		Explosion.
Mar. 16th "	(Unknown)		Explosion.
District "B"—			
July 23rd 1908	Heurvitt, Jos.		Crushed by car.
Oct. 10th "	Houmelli, Jo.		Explosion.
Oct. 10th "	Frank, P.		Struck by stone.
Oct. 12th "	Nicola, C.		Explosion.
Mar. 11th 1909	O. Hollander A. Ingerson F. Nylander. G. Lind. E. Eng.		Engaged putting in "Coyote" in face of sand cut, cave in bury- ing them.
Mar. 12th	Pennee, C.		Struck frozen sand.
Mar. 23rd	Viola, P.		Struck by rock.

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Date	Killed	Injured	Cause
District "E"—			
Feb. 14th 1909	Munson, Nels. Lundquist, K. Nelson, K. Gustafson, A. Lundgren, O. Anderson, M. Syblom, O.		Explosion.
Mar. 11th	" Cook, Raymond		Crushed by rock.
District "F"—			
Apr. 1st 1908	Coolly, W.	Fanachre, D.	Explosion.
Apr. 2nd	" Consander, J. P.		Struck by stone.
Apr. 3rd	" Shigaski, Jos.		
Apr. 6th	" Peters, H. M.		
Apr. 7th	" Marson, Alex.		
Apr. 9th	" Prinoi, R.		
Apr. 20th	" Haraysm, E.		
Apr. 21st	"	Waddell, F. Sjorgum, S.	Explosion.
May 12th	"	Cortta, Thos.	
May 14th	"	Blmfenin, J. Sobel, Frank	
May 22nd	" Baldoin, J.		
May 24th	"	McNaines, P.	Struck by rock.
May 30th	" Gustafsen, C.		Explosion.
June 3rd	" Franzill, C.	1 Unknown	Explosion.
June 11th	" Gray, R. Waglanm, Chris. Burgess, T. Mercer, G. Bradley, H. Italian (Unknown) Italian (Unknown) Italian (Unknown) Galician (Unknown) Francesco, D.		Explosion.
July 6th	" Taylor, Fred.		Drowned.
July 14th	" Bjorkman, Wm.	Bjorkman, J.	Explosion.
Sept. 22nd	" Barassi, F.		Struck by rock.
Oct. 19th	" Anderson, Frank.		Struck by rock.
Nov. 3rd	" Alhause, V. Ferracro, G. Geraciz, G. Liberatore, G. Furfara, P. Simms, J. Lapoley, Ruk P.		Explosion.
Nov. 3rd	" Elerton, Thos. Strube, Nel. P. Christen, Clas.		Explosion.
Nov. 3rd	"	Coliberg, A. J.	Explosion.
Nov. 20th	" Bell, Duncan		Drowned.
Jan. 4th 1909	Rasmussen, Andy.		Explosion.
Jan. 4th	"	Anderson, A.	Explosion.
Jan. 29th	" Cooper.		Fell off ballast plow.
Jan. 29th	" Sesolin, Lugi	Inocente, D. Revolon, E. Maschuin, G.	Explosion.
Jan. 31st	" Gorgan, H.		Fell from trestle.

I attach copies of reports from the various District Engineers, and may say that, where mileage is referred to, it is that of the District, if not specially mentioned otherwise.

HUGH D. LUMSDEN, Chief Engineer.

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

Dear Sir:—In conformity with your request for a report on the progress of the work on this District to March 31st, 1909, I beg to submit the following:—

LOCATION.

The final location was supposed to be finished at the end of the season of 1907, but, partly owing to the absence of the writer on District "F" for several weeks, and the fact that the District Engineer could not give the time necessary to study the details of this work during the latter part of the season, but more to the fact that it takes very careful study of the details of final location, requiring more time than is available when several parties are in the field at the same time, the result was that after a winter's study, it was found desirable to revise a large percentage of the 137 miles put under construction in the summer of 1908. This revision had to be made by the Resident Engineers, and, as they did not get established until the 1st of June, it took some little time to get this work done, and keep work laid out for contractors. The final location, as turned in at the close of the season of 1907, was revised from Miles: 65-77, from 82-85, from 94-101, from 104-106, from 106½-108, from 109-111, from 114-114½, from 115-115½, from 118-120, from 124-125, from 120-130, from 140-141, from 157-158½, from 162-163½, from 165½-167½, from 176¾-178½, from 183½-184½, from 188¼-189, from 191¾-192¾.

In all 42.75 miles of revision, and aggregating a saving, including the capitalized value of distance of about \$200,000.00.

CONSTRUCTION.

Contract No. 1, mile 0 at Moncton to mile 50, was signed by the Grand Trunk Pacific Railway Co. on the 27th of March, 1907, but they did not sublet this work to Messrs. Corbett & Floesch, until late in the season, and no work was done until November, and on the 31st of March, 1908, only 9% of the work had been done, but during the past season they have made fair progress, having done 59%, working from both ends of the contract, and keeping track laid close behind the grading. The work done by these contractors is of first class quality, and the relations between them and the staff have been pleasant and satisfactory.

The following is a list of large culverts built on this contract:—

Mile	Size of Culvert	Name
2.55	10 x 9 arch	Jonathan Creek.
8.4	Road X'ing abutments	Overhead crossing.
10.65	12 x 12 arch.	North River.
17.5	10 x 10 arch.	Meadow Brook.
18.65	10 x 10 arch.	South Branch.
21.7	2 abuts. and 10 sets ped.	Canaan River.

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The following is amount of track laid on main line and sidings:—

Contract No. 1.

Main Line Track:—

Mile 0.075 to mile 10.903.....	10.828 miles
“ 11.004 “ 21.62	10.616 “
“ 45.455 “ 50.000.....	4.545 “
Total.....	25.989 “

3.500 Sidings:

Mile 6.108 1 siding 3500'.....	0.663 miles
“ 14.536 1 “ 3500'.....	0.663 “
Total.....	1.326 “

Salisbury Ballast Pit. Track and Sidings:

Near mile 10.9 in all.....	6.953 miles
Total miles of track laid on contract No. 1.....	33.148 “

Contract No. 2, Mile 50 to 58, J. W. McManus & Company. This contract was signed on the 23rd of August, and work was commenced at once, but there has never been a proper plant or an adequate force employed on the contract, and on March 31st only 36½% has been done.

The following is a list of large structures built on this contract:

Mile	Built	Name
54.5	Two abutments.....	Red Bank Rd. X'ing.
56.8	Two abutments, Pedestals 1 to 8 Pier No. 9.....	Salmon River.
57.3	Two abutments.....	Salmon River Rd. X'ing.

The following is amount of track laid in this contract:—

Contract No. 2.

Main Line Track:

Mile 56.023 to Mile 56.904.....	0.881 miles
Connection with New Brunswick Coal & Railway Company near mile 56.5.....	1.060 “
Total miles of track laid on contract No. 2.....	1.941 “

Contracts Nos. 3 and 4, mile 58 to 97, and mile 97 to 164 respectively were signed by the Grand Trunk Pacific Railway Company on the 28th of March, 1908, and, after the usual delay in negotiating with different subcontractors, they sublet the work to the Toronto Construction Company, who in turn sublet most of it again, except track laying and ballasting, and some of it has been sublet again making four contracts, or three subcontracts.

There are only three points by which these contracts can be reached by rail, viz.: at Chipman, at the crossing of the Canada Eastern branch of the I.C.R., and at Plaster Rock. Work was commenced on these contracts in June, and up to March 31st, 37% has been done on contract No. 3, mile 58 to 97, and 28% on contract No. 4, mile 97 to 164.

The following is a list of large structures built on contracts Nos. 3 and 4.

Contract	Mile	Built
3	60.65	8 ft. arch.
3	Newcastle Stream 67	1 abt. 3 sets pedestals.
4	159.6	17 x 20 Con. arch.
	167.	10 x 9 Con. arch.

The Toronto Construction Company are making preparations to carry on track laying and ballasting this season with a view to completing contract No. 3 this year. No ballast deposits have been discovered convenient to this contract, and the nearest suitable material seems to be along the Intercolonial railway at Boiestown, which is 15 miles from the Transcontinental Railway.

During the winter the track was extended from mile 62.2 to Newcastle stream, and by May 15th the superstructure for the viaduct at that point may be delivered for erection.

Track laid on contract No. 3.

Main Line:

Mile	58.002 to mile 60.752	2:75 miles
"	61.117 " 66.167	5.05 "
"	96.241 " 96.98	0.74 "
		—
	Total Main Line.	8.54 "
"Y" Mile	58.237	0.644 "
Spur to New Brunswick Coal & Railway Company, mile 58.237		0.341 "
Connection I.C.R., 98.981		1.120 "
		—
		2.105 "
	Total track laid on contract No. 3.	10.645 "

Contract No. 5, mile 164 to 195, was signed March 28th, 1908, by the Willard Kitchen Company, Ltd., this work being sublet by them very promptly, and subcontractors were on the ground ready to commence operations in May. This work has been pushed vigorously, and, although this is by far the heaviest section in the District, they have done 48% of the total.

The following is a list of large culverts on this contract:—

Mile	Size	Name
167.	10 x 9	Grouse Brook.
174.2	17 x 10 arch.	Three Brooks.
190.3	8 ft. arch.	Falls Brook.

Contract No. 6, mile 195 to 255, Quebec boundary, was signed on the 9th of March, 1907, by Messrs. Lyons & White. This work was practically all sublet, except track laying and ballasting, but the plant and methods adopted by the subcontractors have not been conducive to rapid progress, or economical handling of the work. On the 31st of March, they had done 19% of the work. It is only

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fair to say that the summer of 1907 was most unfavourable for railway work that has been known for many years. During the year to March 31st, 1909, they have done much better, and now have 67% of the total work done.

The following is a list of structures built on contract No. 6.

Mile	Structure	Name
197.2	2 abutments, 12 sets pedestals	Four Mile Brook.
200.9	14' arch culvert	Nine Mile Brook.
203.9	14' arch culvert	Chapel Brook.
207.1	2 abutments, 1 pier, 2-75' through girder	Grand River.
209.4	2 abutments, 40' deck	Sigas River.
213.4	2 abutments, 94' 8" span	Quisibis River.
222.6	10' arch culvert	Theriault Brook.
226.4	10' arch culvert	Fournier Brook.
227.6	2 abutments, 68' through girder	Iroquois River.
229.8	1 pier	Madawaska River.
229.9	2 abutments	Ferry Crossing.
232.9	17' arch culverts	Three Mile Brook.
233.9	10' beam culvert	
234.0	8' arch culvert	Four Mile Brook.
236.0	14' arch culvert	Six Mile Brook.
241.4	12' arch culvert	D'aigle Brook.
242.9	2 abutments	Baker Brook.
244.0	8' concrete arch	Dugals Brook.
250.3	10' arch culvert	Caron Brook.

RIGHT-OF-WAY.

Right-of-way has been practically all settled for, except in Madawaska county, where the situation has become extremely acute from various causes. Full powers have been given to Mr. J. M. Stevens to handle this matter in Madawaska, and distinct improvement is already visible.

I have had a valuation made of the timber lands held under lease, or owned by the Crown or privately, through which the line passes, so that the Commissioners will be in a position to make an intelligent settlement with the various parties.

CASUALTIES ON CONSTRUCTION.

No serious accidents have occurred to any of the members of the Engineering Staff, but there have been a number among the employees of contractors from various causes, 10 men being killed and 8 injured. These accidents have already been reported to you.

POLICE AND FIRE PROTECTION.

The police force has been doing good service and the Commissioner and Chief of Police deserve special mention for their vigilance and effectual work.

In the matter of fire protection, I am pleased to be able to say that the contractors have heartily co-operated with the Engineers and Firewardens, and no damage to adjacent property occurred.

C. O. FOSS,
District Engineer "A."

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

SIR:—I beg to enclose you herewith a report of all work done in my District from March 31st, 1908, to March 31st, 1909, this report covering the one already made to 31st of December, 1908.

LOCATION SURVEYS.

The final location surveys throughout the entire original District ending at Weymontachene are completed:

The eastern portion of District "C" from Weymontachene westwards, a distance of 107 miles, having been added to District "B," a revision location party has been sent out, as the work is important from its rough nature and a slight change in alignment here and there may mean a saving of thousands of dollars.

FINAL MILEAGE.

The final mileage in my District is now as follows:—

From the New Brunswick boundary to the north abutment of the Quebec bridge.	203.85 miles
From the north abutment of the Quebec bridge to the western end of the Grand Trunk Pacific Company's contract near Weymontachene... 196.38	"
From the western end of the Grand Trunk Pacific Company's contract to the western end of mileage taken over from District "C" and added on to District "B"..... 107.00	"
<hr/>	
Total mileage.	507.23 "
<hr/>	

LAND SURVEYS.

Our land survey party has almost completed its operations, the small amount of work remaining to be done consisting of the correction of land lines, the re-running of boundary lines of timber limits and valuing of timber on the 107 miles taken over from District "C," and added to District "B."

I may say that nearly the whole of the land necessary for our right-of-way has now been purchased on fair and equitable terms, as very few of the land owners are holding out for higher prices than those offered them by our land agents.

CONSTRUCTION STAFF.

District "B," including the 107 miles taken over from District "C," is divided into twelve divisions, sub-divided into forty-six residencies. The whole of the original mileage of District "B," and about 20 miles of that portion of District "C," are now under active construction. On quite a few of the residencies the grading is completed, any work remaining to be done consisting of steam shovel work, which will be proceeded with as soon as the snow is off the ground. Residencies 21 and 22 are completed as regards grading and track laying, ballasting and bridging. The personnel of these two residencies have been moved to new residencies on the Upper St. Maurice. Owing to the work being so far advanced, we have been obliged to dispense with 13 timekeepers and 8 extra axemen, and 18 concrete inspectors have been let go for the winter months. Some of the latter will, however, be taken on again as soon as the concrete work is resumed in the spring.

TRANSPORT.

Arrangements were made in December to haul supplies to the Residencies on the Upper St. Maurice. Tenders were asked for and the work given to the lowest tenderers.

CASUALTIES ON ENGINEERING STAFF.

No fatal accidents have taken place on our staff during the year. There have been a few cases of typhoid fever, but the parties so attacked have all recovered. The only death which occurred was that of Mr. C. Belisle, rodman, Residency 11, due to appendicitis.

CASUALTIES ON CONSTRUCTION.

Among the contractors' employees there were a number of casualties, all of which have been reported to you.

PROGRESS OF CONSTRUCTION.

The mileage herewith stated is computed from the New Brunswick boundary.

The progress made on the various contracts since the 1st of April, 1908, has been most satisfactory. As previously stated, the whole of District "B" and 20 miles of that portion of 107 miles taken over from District "C," are now under construction, and on many of the residencies the grading is completed, the work remaining to be done consisting of steam shovel work, for which the contractors are making arrangements this winter. One steam shovel outfit has been hauled in over the winter roads from Notre Dame du Lac, on Lake Temiscouata to Blue river, at about the 20th mile. A second outfit will be hauled in from Clairs, on the Temiscouata Railway, as soon as the snow is off the ground. A steam shovel plant has been taken in from St. Alexandre on the I.C.R., to the foot of Lake Pohenegamook, at mile 30. Two other plants have been hauled over the winter roads to St. Perpetue, one to be used at River Ouelle, mile 95, the other at mile 118. The Messrs. Davis will put in a plant of their own at mile 139 and Fourche du Pin, and a firm of subcontractors is now working with a steam shovel plant at the Etchemin river, mile 164. The large cut at the Chaudière river, mile 201, is being taken out with a steam shovel. West of the Quebec bridge the Messrs. Davis will have their steam shovel plants operating on their contract of 50 miles, and will push this part of the work, as it is their intention to complete it in the autumn.

On Messrs. Macdonell & O'Brien's 100 mile contract (No. 10), steam shovels will complete the filling which yet remains to be done. They will have seven steam shovel outfits employed on this work and on ballasting. It is their intention to put on a passenger train between Hervey Junction and the end of steel as soon as the Milieu river bridge superstructure is erected in July.

On the Grand Trunk Pacific Railway Company's contract (No. 11) of 45 miles, the grading is very well advanced. The contractors have hauled two steam shovels over the winter roads which will be operated on this contract.

On the 20 miles at the easterly end of Contract 12, the contractors have hauled supplies, and the construction of this portion is now being proceeded with.

From the 1st of April, 1908, to the 1st of April, 1909, the following are the average number of men, teams, locomotives and steam shovels employed in my district.

On the Davis Contracts, Nos. 7, 8 and 9: men, 2,632; horses, 673; locomotives, 9; steam shovels, 4.

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On Macdonell & O'Brien's Contract, No. 10: men, 2,096; horses, 258; locomotives, 22; steam shovels, 7.

On the Grand Trunk Pacific Railway Company's Contract, No. 11: men, 930; horses, 119; locomotives, —; steam shovels, —.

On Macdonell & O'Brien's Contract, No. 12: men, 294; horses, 25.

BRIDGE SUBSTRUCTURE.

The construction of our concrete substructures, piers and abutments, arch and other culverts, has been proceeded with in a very satisfactory manner.

The following is a list of the larger structures which are now completed:

MILE.	NAME.	DESCRIPTION.
66	River du Loup bridge.	Span.
95	River Ouelle.	40 ft. arch culvert.
112	River East Bras d'Apic.	Span.
114	River West Bras d'Apic.	Span.
118	River Mechant Pouce.	Span.
129	River du Sud.	25 ft. arch.
132	River du Milieu.	40 ft. arch.
137	Otter Creek.	40 ft. arch.
139	River Fourche du Pin.	Spans.
142	North West Branch.	40 ft. arch.
158	Abenakis River.	Spans.
164	Etchemin River.	Spans.
177	Quebec Central Railway Overcrossing.	Span.
190	River le Bras.	Span.
232.5	River Portneuf.	Spans.
247	River St. Anne.	Spans.
248.5	River Noire.	Spans.
254.5	River Charest.	Viaduct.
269	River Batiscan.	Viaduct.
286.8	River Tawachiche.	Span.
288.8	River Roberge.	Span.
299	River Eaux Mortes.	Spans.
301	River du Milieu.	Viaduct.
302.5	River Brochet.	Span.
305.3	River Brochet.	Span.
306	River Brochet.	Span.
312	River Brochet.	Span.
323	River Little Bostonnais.	Spans.
328	River Big Bostonnais.	Spans.
331.8	River Croche.	Spans.
332	River St. Maurice.	Spans.
333	River Au Lard.	Spans.
348.6	River Vermillion.	Viaduct.

BRIDGE SUPERSTRUCTURE.

No steel superstructure has as yet been erected between the Quebec bridge and the New Brunswick boundary.

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To the west of the Quebec bridge the following superstructures are completed:

MILE.	NAME.	DESCRIPTION.
254.5	River Charest.....	Steel viaduct.
269	River Batiscan.....	Steel viaduct.
274.5	Public Road Crossing.....	Steel viaduct.
286.8	River Tawachiche.....	1-44' D.P.G.
288.8	River Roberge.....	1-40' T.P.G.
299	River Eaux Mortes.....	1-120' D.P.G.
301	River du Milieu.....	Viaduct in course of erection
328	River Big Bostonnais.....	4-90' D.P.G.
331.8	River Croche.....	4-90' D.P.G.
332	River St. Maurice.....	6-140' T.T.
333	River Au Lard.....	1-75' T.P.G.

TRACK LAYING.

East of the Quebec bridge very little track has been laid, the only portion laid being from the Quebec Central Railway Crossing to the Etchemin river, a distance of 13 miles. To the west of the Quebec bridge, the track is laid from mile 3.2 to mile 19.9. From mile 22.1 to mile 28.8; from mile 50 to mile 96.5; from mile 104.3 to mile 118.9; from mile 119.6 to mile 144.3—a total of about 122 miles.

Rails and fastenings have now been delivered for contracts Nos. 8, 9, 10 and 11, and the same will be delivered for contract No. 7 during the summer of this year.

BALLASTING.

No ballasting has been done as yet east of the Quebec bridge. Westerly from this point, the track is fairly well ballasted between miles 50 and 94, and also between miles 124 and 129.

FENCING.

East of the Quebec bridge the railway fences are almost completed from the Chaudière river, mile 254 to 184.

Westerly the fences are completed with the exception of a few gaps for a distance of 84 miles. Posts and fence wire have been delivered during the winter for the balance of the fencing to be erected in my district.

TELEGRAPH LINE.

The telegraph line has not been started east of the Quebec bridge, though the contract for the work has been let. The same remark applies to that portion of the line between the Quebec bridge and mile 254. West of mile 254 towards La Tuque, Messrs. Macdonell & O'Brien have erected 40 miles of telegraph line.

RAILWAY CROSSINGS.

The interlocking appliances at the level crossings of the C.P.R. at St. Basile, mile 230.4, and of the Canadian Northern Quebec Railway at Hervey Junction, mile 276.5, have been completed and accepted by the Board of Railway Commissioners.

WATER SERVICE.

Our water plants at Hervey Junction, mile 276.5, and at Roberge creek, mile 288.6, are completed and giving entire satisfaction.

In conclusion, I may state that the contractors have used their utmost endeavours to push the work to a speedy and satisfactory conclusion.

A. E. DOUCET,
District Engineer "B."

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR:—I beg to submit the following report of work done on District "C" from March 31st, 1908, to March 31st, 1909.

Boring Party No. 1, under Mr. S. G. Smith, was organized February 1st, 1908, and was sent to Weymontachene to work westerly, and have sent in results of soundings at the following bridge sites:—

Manuan river, Manachin creek, Ribbon river, Ribbon river (second crossing), Pickui creek, Travers lake, Kamitsgamak lake, Boucher creek, Menjobagus lake, Menjobagus lake (second crossing), Mouche creek, East Branch of Gatineau river, Martin river, Little Pitch Pine creek, Sergeant creek, East Cache creek, Oscalaneo river, Haycock lake, Susie river, Hamilton lake, Kikek river, Mamaguish river, Durant creek, Durant creek (second crossing), Durant lake narrows, Atik river, Atik river (second, third and fourth crossings), Canyon creek.

Boring Party No. 2, under Mr. N. Tooker, was organized January 15th, 1908, and sent to the western end of the district to work towards the east until they met Boring Party No. 1, and they have sent in results of soundings at the following bridge sites:—

Nawapitichin creek, Molesworth lake (East and West Narrows), Harricanaw river, Peter Brown creek, Natugagan river, Cedar creek, Coffee river, Poplar river, Bell river, Adelphus creek, Christmas creek, Megiskan river (West and East crossings), Sunday river, Crooked creek, besides soundings at most of the principal culvert sites and at all the muskegs crossed by the line.

This party also ran two miles of location, changing the Bell river crossing.

Early in October the above two parties met, and joining forces ran a preliminary twenty-two miles from the old Atik cache to the west crossing of the Megiskan in an attempt to cut out some of the heavy work near Jocko creek. Both parties then came out and were disbanded.

Party No. 3, under Mr. A. L. McDougall, left Ottawa on the 13th of May, 1908, and ran two miles of exploration, fifteen miles of preliminary, and forty miles of final location from Weymontachene to Menjobagus lake, returning to Ottawa and disbanding on December 18th.

Party No. 6, under Mr. W. D. Robertson, left Ottawa on the 15th of May, 1908, to run final location from Menjobagus lake to near the Susie river. This work was completed on the 10th of January, 1909, when they returned to Ottawa and party was disbanded, after running seventy-seven miles of exploration and sixty-five miles of final location.

W. D. Robertson reorganized Party No. 6 on the 26th of January, and proceeded to a point north of Grand Lake Victoria to run some exploration lines between the Atik and Megiskan rivers, where there was a fair prospect of improving the line, and he has so far run fifty-six miles, and is still engaged on this work.

Mr. S. G. Smith organized a small party in February, 1909, to connect land lines of the recent surveys made by the Quebec Government in the vicinity of Lake Abitibi with the Transcontinental Railway. He is still engaged on this work, but will be finished in a short time.

On March 1st, 1909, one hundred and seven miles on the eastern end of District "C" was turned over to District "B," and 31.6 miles of the eastern end of District "D" added to District "C."

District "C" is now divided into four divisions, the first two divisions having five residencies, and the other two four each.

No construction work has been done on this District, except on the 31.6 miles turned over from District "D," which amounts to 149.5 acres of clearing. However, the contractors are getting in supplies this winter to enable them to push the

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work during the coming summer. Mr. Geo. A. Butler has been appointed Resident Engineer on this work.

I am glad to report that there were no deaths on this district during the year, and very few cases of illness.

(Signed) A. N. MOLESWORTH,
District Engineer "C."

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR:—As instructed in your letter of the 5th instant, I have the honor to submit the following report on the work carried on in my district from March 31st, 1908, to March 31st, 1909.

SURVEYS.

Party No. 5, under Mr. G. F. Hanning, was reorganized on May 24th, 1908 (Mr. S. A. Desmeules taking Mr. Hanning's place a month later), and commenced final location at Mattagami river, mile 135, running westerly to Kapuskasing river, mile 173, where connection was made with final location of Party No. 6. The party was disbanded in September. Mileage run, final location, 38 miles.

Party No. 6, under Mr. A. F. Cotton, was reorganized on May 20th, 1908, and commenced final location at Kapuskasing river, mile 173, running westerly to the west end of this district, where connection was made with final location of District "E." The party was disbanded on the 10th of December, 1908. Net mileage of final location run, 75 miles.

CHANGE OF DISTRICT BOUNDARIES.

According to the location laid down by above mentioned parties, and the previously finished final location, the length of the district, as regards final location done on it, was 248.046 miles. On the 1st of March, 1909, however, that portion of the district east of the Interprovincial boundary between Quebec and Ontario, being in length 31.6 miles, was transferred, for the supervision of the construction thereon, to the jurisdiction of District "C."

BORINGS.

A drill party was organized on the 20th of June, 1908, in charge of Mr. M. Courtright, and commenced borings at Mattagama river, mile 135, taking soundings on the line and at stream crossings as far west as Opazatika, mile 193. This party was disbanded on the 31st of November, 1908.

CONSTRUCTION.

Contract No. 14. The western portion of this contract, viz.: between the Interprovincial boundary and Cochrane Junction, district mileage 31.624-103.68, is situated in District "D." The Grand Trunk Pacific Railway Company, to whom the contract was let, sublet the work originally to the J. H. Reynolds Construction Company, and, between March 31st, 1908, and February, 1909, grading, etc., was executed to the value of \$217,000.00. Owing, however, to the unsatisfactory progress made and other causes, the work was taken out of Messrs. Reynolds' hands, and placed during February, 1909, under the management of Messrs.

Foley, Welch & Stewart. That firm has delivered on the works a large quantity of supplies, material and plant, and shows every indication of being in a position to rush the work during the ensuing summer. Average daily force on this contract at the end of March, 1909, was 170 men and 18 horses.

Contract No. 15. District mileage 103.68 to 203.65, Messrs. E. F. & G. E. Fauquier, contractors. This contract was let on the 28th of March, 1908, but owing to the difficulty in getting access to their work during the summer, the contractors were unable to get much plant or supplies on the ground until the winter set in. Considerable progress, however, has been made with the grading, work being in hand between Cochrane Junction (District mileage 103.68) and Ground Hog river (District mileage 154). The foundations of the large structure across the Frederickhouse river are ready for concrete abutments, piers and pedestals. The average daily force on this contract at the end of March, 1909, was 1,300 men and 178 horses. There are two steam shovels at work. On the 31st of March, work had been executed and material delivered on the ground to the value of \$369,178.00, being about 9½% of the total estimated cost of the contract.

Contract No. 16. Extending, as far as District "D" is concerned, from west end of Messrs. Fauquier's contract (District mileage 203.65) to west end of District "D" (District mileage 248.05), which is let to Messrs. M. P. & J. T. Davis. Work has not yet been commenced.

TRACK MATERIAL.

Two material yards have been prepared at Cochrane Junction in which rails, angle bars, spikes and bolts and nuts, equal to trackage of about 85 miles, have been stored. Messrs. Fauquier have plenty of ties on the ground, or cut ready for delivery, and Messrs. Foley, Welch & Stewart are making similar arrangements.

DISTRICT OFFICES.

A contract was given to Messrs. O'Boyle Bros., Sault Ste. Marie, Ont., on the 12th of March, 1909, for the erection of offices for the District Engineer and Staff, at Cochrane.

STAFF.

The writer was appointed District Engineer in the beginning of October, 1908, in place of Mr. S. R. Poulin, who was transferred to District "F." Mr. John Aylen, Assistant District Engineer, resigned in December, 1908, Mr. A. H. Willet being appointed to the vacancy thus created on the 1st of January, 1909. Owing to the almost complete cessation of work on the G.T.P. contract for the last few months, during which the Reynolds Construction Company were subcontractors for the grading, it was found necessary to considerably reduce the engineering staff located on that contract. Now that Messrs. Foley, Welch & Stewart are opening up the work again, the different residencies are having their full complement of men appointed, as the occasion arises.

TRANSPORT.

During the summer of 1908, supplies were taken in by water route to cachés 6, 7a, 8 and 8a (Mettagama, Kapuskasing, Opazatika and Missinabie rivers). During February and March, 1909, about 250 tons of supplies were delivered by contract to various residencies east and west of Cochrane, being requirements sufficient for about ten months. Owing to the opening up of construction, the following cachés have been closed: Abitibi river (mile 95), Mettagama river (mile 135).

North East Abitibi Caché has been transferred to District "C."

ACCIDENTS AND SICKNESS.

I am happy to be able to say that no accidents have taken place during the year to any of our staff in the field, nor have any accidents occurring to contractors' employees been brought to my attention. There was, however, an epidemic of typhoid fever at Abitibi river crossing last fall. It is essential therefore that strict sanitary regulations should be enforced both in contractors' and engineers' camps, as the nature of the country where the work is situated is such as to readily foster outbreaks of fever, unless great cleanliness is observed.

A. G. MACFARLANE,
District Engineer "D."

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR:—I have the honor to submit the following report on the work carried on in District "E" from March 31st, 1908, to March 31st, 1909.

The mileage covered in this report is from District mileage 0 at east end of district, equal to through mileage 1172.85, to District mileage 254.63, equal to through mileage 1427.48.

On April 1st, Party 1, under Mr. A. McLennan, which was reassembled January 23rd, to make some revisions of final location (projected through the winter), were at mile 176, having started at mile 157. They worked west during the summer to mile 254.63—west end of district—making revision amounting to 58 miles of revised final location.

In this distance the quantities were reduced ap-

proximately.....	\$529,127.00
Distance shortened 3.37 miles—equal to.....	303,300.00
Curvature taken out, 140 degrees, equal to.....	11,200.00
Rise and fall taken out, 65 ft., equal to.....	3,900.00
<hr/>	
Total.	\$847,527.00

In October this party was disbanded, Mr. A. McLennan taking charge of Division 5. Six residencies were built, and two more will be finished shortly, covering contracts Nos. 18 and 19.

CONSTRUCTION WORK.

The first contract on the District, No. 18, was let to Messrs. E. F. & G. E. Fauquier, on March 28th, 1908. On March 25th, Mr. W. P. Wilgar was appointed Division Engineer, and started from Nepigon with a party for the line, to check over alignment and levels, and get engineer's quarters built.

On June 11th, the contractors' agents, the Nepigon Construction Company, started work on a tramway to connect Lake Helen with Lake Nepigon, a distance of 18 miles, and finished a narrow gauge road on September 26th. They put a tug and scow on Lake Helen, and Messrs. Revillon Bros. built a steam barge on Lake Nepigon, thus connecting Nepigon station with the head of Lake Nepigon. Contractors started in November to move supplies, and up to December 4th, when navigation closed, had taken up 1,500 tons for the prosecution of the work. Clearing right-of-way was started in August and carried on to date. Grading was commenced in October and is also going on to date, contractors having about 400 men at work, which is all their supplies allow for until navigation opens again.

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Contracts have been let to Messrs. M. P. & J. T. Davis for the first 160 miles (contracts Nos. 16 and 17), October 29th, and to Messrs. O'Brien, Fowler & McDougall Bros., mile 235 to mile 254.63 (contract 19), September 19th.

CASUALTIES AND SICKNESS.

I am happy to state that there has been no sickness or accidents among the engineering staff. In connection with construction, however, there were two accidents by which eight men were killed. These were previously reported to you.

The contractors have two doctors and one nurse on the work, and one permanent and one temporary hospital, and all sickness and accidents are well looked after.

BUSH FIRES.

Although the contractors were burning right-of-way since August, no bush fires have occurred outside of the right-of-way.

TRANSPORT.

Supplies for one year were put in last June for the eight residencies on contracts Nos. 18 and 19, west of mile 160. These were moved by contract in a satisfactory manner. Cachés 12a, 13, 13a and 15 have been closed and supplies transferred to the Division Engineers in charge. Caché 14a has also been turned over to the Division Engineers, but not moved.

MAIL SERVICE.

A weekly mail service was carried on through the summer, and semi-monthly through the winter.

(Signed) T. S. ARMSTRONG,
District Engineer "E."

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR:—I have the honor to submit the following report on construction and location in District "F" from the 31st of March, 1908, to the 31st of March, 1909.

I shall divide my report in two sections; the first concerning the progress of construction on the J. D. McArthur contract (No. 21), from Winnipeg East 245 miles to Lake Superior Junction; the second concerning the completion of the final location on the 128 miles east of Lake Superior Junction, and the progress of construction on the same portion, from the 19th of September, 1908, the date on which contracts Nos. 20, 20a and 19 were given to Messrs. O'Brien, Fowler & McDougall Bros., until March 31st, 1909.

CONTRACT NO. 21.

I shall pursue the course followed in my previous report, viz.: taking the work on each Division separately from Winnipeg eastward to Lake Superior Junction.

1ST DIVISION EAST OF WINNIPEG, DIVISION NO. 9.

The grading on this Division, which is 75 miles long, is all completed, and the track on the main line is all laid, as well as one main siding at about every seven

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miles. The permanent structures comprising the two branches of the Brokenhead river, the Whitemouth river, and the crossing over the Canadian Pacific Railway have all been completed. These consist of concrete abutments, piers and steel bridges. The line has been ballasted for 50 miles, and surfaced on the balance of the Division. There are three tanks erected and practically completed at every 25th mile. There are, besides, about twelve miles of sidings at the terminal yard, east of Winnipeg, which have been graded and lifted, while the concrete foundations for an 18 stall roundhouse and turntable for the same at that point are also completed. The telegraph line is completed for a distance of 75 miles.

2ND DIVISION EAST OF WINNIPEG, DIVISION NO. 8.

This Division is 33 miles long. The grading is all completed, also three permanent trestles and all the temporary trestles. The track is laid over the whole of this division, and all temporary trestles have been filled, with the exception of two, which have developed into sink holes, which may delay ballasting for a few weeks. The telegraph line is completed for nine miles on said division, and construction is progressing well.

3RD DIVISION EAST OF WINNIPEG, DIVISION NO. 7.

This Division is 50 miles long, and had the heaviest work. The grading is practically finished, and all permanent and temporary trestles are completed, so that no delay will be occasioned to track laying when operations east of Winnipeg river are resumed. The track is laid for five miles east of the Winnipeg, and the Canadian Bridge Company have all the bridge material on the ground for the erection of the steel superstructure. They are erecting the false work sufficiently strong to permit of the circulation of construction trains. The flow of ice will delay operations some, but it is fully expected that the track laying will be resumed east of that point on June 1st. The superstructures of bridges are all completed.

4TH DIVISION EAST OF WINNIPEG, DIVISION NO. 6.

This Division is 46 miles long. The grading at the end of March was sufficiently advanced to justify us in saying that the track laying will not be delayed when it reaches that point. Three of the heavy embankments are completed sufficiently to permit track laying, while the other two have temporary trestles erected sufficiently strong to permit passage of construction trains.

5TH DIVISION EAST OF WINNIPEG, DIVISION NO. 5.

The last 43 miles to the end of this contract (No. 21), of the J. D. McArthur Company is all graded. The track is laid on two and one-half miles. The resuming of track laying operations will probably be delayed for some weeks, on account of the depth of snow and ice through the cuttings, but a large force will be put on as soon as the snow has sufficiently disappeared to permit us resuming work.

SECTION EAST OF SUPERIOR JUNCTION.

On April 1st, 1908, there were two locating parties in the field revising and improving the final location eastward to the east end of District "F."

Party No. 5, under Mr. H. J. Mackenzie, completed the revision of the final location on the first 60 miles east of Superior Junction, and disbanded his party on August 21st, 1908.

Party No. 2, under Mr. F. P. Moffatt, revised and completed the balance of

the final location in District "F," and the said party was disbanded on the 12th of September, 1908.

Since the letting of contracts Nos. 19 and 20 to Messrs. O'Brien, Fowler & McDougall Bros., the work on same has progressed as follows:—

By the adoption of the southern route, Superior Junction was moved 11.13 miles east, and contract No. 20 is subdivided into two sections, Nos. 20 and 20a.

Contract No. 20a.

On this contract the grading is all completed and track laying done over the whole distance on the 31st of December. The two principal structures are pile bridges over the Sturgeon river, and the Sioux lookout crossing at Pelican lake.

Ballasting and telegraph line will be completed as soon as spring weather will permit.

Contract No. 20.

On this contract which extends from the new point of Superior Junction eastward to Dog lake, a distance of 12 miles, the clearing is all done, and the grading is well advanced, more than 50% being completed on March 31st, and the whole contract will probably be ready for track laying in August, 1909.

Contract No. 19.

On this contract 65 miles of work have been opened during the winter months, making a distance of 83 miles eastward from Superior Junction. On this portion all the heavy points have been opened up. Camps, plant and sufficient supplies have been brought in during the winter months to last until after the opening of navigation on Sturgeon river and Sturgeon lake. The work is progressing in a satisfactory manner.

CASUALTIES.

I regret to report that there have been a large number of accidents on construction, two of them very serious. There were thirty-nine deaths reported to me, and fifteen injured in the different accidents.

MEDICAL SERVICE.

The medical service, though taxed to its limit by a very serious epidemic of typhoid fever during July, August and September months, has done excellent work. The following is a report from Mr. W. A. Quibell, Commissioner of Police:—

"The undersigned respectfully begs to submit his annual report for the year ending March 31st, 1909.

"During the period covered by this report, we have had the usual number of offenders against the provisions of Section 150 of the Criminal Code. The temptation to make money out of the illegal sales of liquor is quite as strong as at the commencement of the work. In order to fully protect the men as well as all connected with the work of building the road, it has been found necessary to patrol practically every mile on which men are employed. This plan has been found very successful, and accounts for the small amount of crime and violence along the line of railway. It has been found very difficult to arrest the offenders for the reason that, as soon as they are observed, they desert the stock of liquors in their possessions and hide themselves from the officers. This statement will be more clearly understood, when it is pointed out, that the total penalties inflicted for the twelve months, only amounted to \$339.00 while the number of bottles, jars, cases and barrels of liquors numbered no less than 285. In this

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"connection, it may also be pointed out the recent amendments to the Criminal Code, by which the penalties and punishments are greatly increased, have had "their full effect.

"The largest number of constables employed in any one month of this period "was 10. That amount is at the present reduced to 6. An increase is anticipated "as soon as the new work gets well under way.

"We have to record the demise of Constable William R. Stephen, one of the "oldest and most respected members of the Transcontinental Police Force."

"All of which is respectfully submitted."

S. R. POULIN,

District Engineer "F."

TRANSCONTINENTAL RAILWAY COMMISSIONERS

9-10 EDWARD VII., A. 1910

TO MARCH 31, 1909.
THE STATE OF CONNECTICUT
APPROXIMATELY
BIRDS AND MAMMALS
COLLECTED

District "A." —

Name	Through Mileage	Description	Est. weight of steel in lbs.	Rate per lb.	Timber	Rate per M. B. M.	Total est. cost of superstructure	Paid to Mar. 31, 1909
Over Crossing Highway	8.50	1 18' dk. pl. gr. span	5,500	4.375	\$47.00	\$	783.50	
Yanana River Viaduct	21.70	5 30', 5 60' and 1 80' dk. pl. grs.; 5 towers, 30' span	73,400	4.5	47.00	41,250.00	\$22,466.54	
Over Crossing Red Bank Rd.	54.60	1 66' thro. pl. gr. span	96,000	4.375	47.00	4,660.60		
Salmon River	57.00	4 60', 2 80', 4 40' dk. pl. grs. spans; 4 towers 40' span and 4 150' dk. truss spans	2,200,000	4.65	160,000	47,00	109,820.00	35,947.23
Newcastle Stream	67.00	4 40', 6 60' dk. pl. gr. spans; 4 towers 40' spans and 1 rocker bent	1,000,000	3.95	72,000	37.00	42,164.00	9,511.41
Tobinie River	165.20	3 140' dk. truss spans, 2 100' and 180' dk. pl. gr. spans	1,335,400	4.38	92,000	46.00	62,722.52	
Little Salmon River	184.71	25 100' 3", 24 58' 9" thro. gr. spans, 24 towers 58' 9" spans	518,000	4.68	518,000	46.00	679,028.00	214,053.54
Little River	192.00	11 40', 9 60', 2 80', 1 100' dk. pl. gr. spans and 11 towers 40' span	2,480,000	3.95	169,000	37.00	104,213.00	19,047.20
Four Mile Brook Viaduct	197.60	5 60', 6 30', 2 59' 7" dk. grs. and 6 W. P. McNeil towers 30' span	985,000	4.34	83,000	47.00	46,069.00	15,741.26
Grand River	207.80	2 88' thro. pl. gr. spans	307,000	3.94	27,000	42.00	13,230.00	5,342.87
Sigas River	209.80	1 80' dk. pl. gr. span	93,000	3.89	13,000	42.00	4,164.00	1,891.49
Quisibis River	213.80	1 99' thro. pl. gr. span	184,000	4.39	16,000	47.00	8,830.00	3,142.58
Green River	220.90	2 77' thro. pl. gr. spans	240,000	4.07	23,500	42.00	10,755.00	4,543.20
Iroquois River	227.80	1 66' thro. pl. gr. span	97,000	4.39	11,700	47.00	4,808.00	2,442.17
Madawaska River	230.20	2 99' thro. pl. gr. spans	370,000	4.39	29,600	47.00	17,634.00	5,548.36
Over Crossing Ferry Rd.	230.30	1 33' thro. pl. gr. span	34,000	4.625	7,200	47.00	1,841.00	
Baker Brook	243.80	1 80' dk. pl. gr. span	93,000	3.89	13,000	42.00	4,164.00	1,892.27

STATEMENT SHOWING APPROXIMATE ESTIMATED COST OF STEEL, BRIDGES AND AMOUNTS PAID ON CONTRACTS

TO MARCH 31, 1909.

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ANNUAL REPORT

District 'B.'

Name	Through Mileage	Description	Contractor	Est. weight of steel in lbs.	Rate per lb.	Timber	Rate per M. B. M.	Total est. cost of superstructure	Paid to Mar. 31, 1909
Etchemin River.	120.38	2 70' and 2 100' dk. pl. gr. spans.	Dom. Br. Co.	446,400	4.72	50,400	\$55.00	\$ 23,842.08	\$ 12,132.23
Over Crossing Q. C. Ry.	133.19	1 66' thro. pl. gr. span	"	64,800	4.72	12,000	55.00	3,718.56	2,575.26
River le Bras.	146.54	1 66' thro. pl. gr. span	"	64,800	4.72	12,000	55.00	3,718.56	1,189.13
Under Crossing I. C. Ry.	157.81	1 88' thro. pl. gr. span	"	150,000	4.72	13,800	55.00	7,839.00	2,646.49
Highway Viaduct.	158.21	1 50' and 2 40' thro. pl. gr. spans	"	46,000	4.72	12,200	55.00	2,842.20	1,777.03
Cap Rouge Highway Swing Cap Rouge Viaduct	462.34	1 89' 2" swing thro. truss span	"					2,200.00	
	462.34	1 rocker bent, 30 towers 40' span;	"						
	32 40'	27 61' dk. pl. gr. spans;	"						
	1 125'	1 150', 1 160' deck truss spans.	"						
	479.21	1 50' dk. pl. gr. span	"						
River aux Pommes.									
Jacques Cartier River Viaduct.	181.74	1 rocker bent, 2 towers 30' span, 2 30' 2 60', 1 80' dk. pl. gr. spans;	"						
		1 100' riv. dk. truss span	"						
Portneuf River.	188.64	2 60' and 1 100' dk. pl. gr. spans	"	705,000	4.19	52,900	50.00	32,184.50	18,672.82
Grand Bras d'Arne.	198.64	1 40' dk. pl. gr. span	"	270,000	4.09	32,000	47.00	12,547.00	7,127.31
Lachevrotiere River.	199.67	1 33' thro. pl. gr. span	"	31,300	4.44	7,800	52.50	1,798.22	898.51
St. Anne River.	303.24	2 70' and 2 100' dk. pl. gr. spans	"	37,900	4.84	7,000	52.50	2,201.80	902.64
River Noire.	304.74	2 50' dk. pl. gr. spans 1 125' deck, truss span.	"	470,000	4.09	47,600	47.00	21,460.20	12,217.31
Nigrette River.	505.74	1 30' dk. pl. gr. span	"	353,000	4.18	31,000	47.00	16,212.40	10,722.23
Charest R. Viaduct.	510.44	4 towers 30' span, 4 30', 1 45', 3 60'	"	21,000	4.44	6,500	52.50	1,273.65	559.74
Batiscan River.	524.74	2 towers 40' span, 2 40', 3 60' dk. pl. grs., 2 100' and 1 200' dk. Truss spans.	"	741,000	3.95	60,800	50.00	32,309.50	34,109.33
Over Crossing Public Road	530.54	3 skewed gr. spans	"						
	1,394,000	4.23	101,300	50.00	64,031.20	64,135.06			
	33,000	4.72	7,200	47.00	1,896.00	1,909.07			

Name	Through Mileage	Description	Est. weight of steel in lbs.	Rate per lb. c.	Rate per M. B. M.	Total est. cost of superstruc- ture	Paid to Mar. 31, 1909
Tawachiche River	542.74	1 44' thro. pl. gr. span	59,000	4.84	8,300	\$ 3,291.35	\$ 2,170.65
Roberge Creek	544.74	1 40' o. to o. d. t. thro. pl. gr. span	93,600	4.84	16,000	5,370.74	4,069.26
River des Eaux Mortes	554.74	1 125' deck truss span	279,000	5.12	19,000	15,282.30	17,106.08
River du Milieu	556.74	2 towers 60' span, 5 towers 40' span, 5 40', 6 60', 3 75', 2 90' dk. pl. gr. spans; 1 225' dk. truss span	3,006,000	4.93	170,000	52.50	157,120.80
1st Crossing Brochet river	558.74	1 60' dk. pl. gr. span	58,500	4.44	10,300	52.50	3,138.15
2nd Crossing Brochet river	561.24	1 55' thro. pl. gr. span	72,000	4.44	9,700	52.50	3,706.05
3rd Crossing Brochet river	561.74	1 55' thro. pl. gr. span	72,000	4.44	9,700	52.50	3,706.05
4th Crossing Brochet river	568.24	1 33' thro. pl. gr. span	33,000	4.44	7,000	52.50	1,832.70
5th Crossing Brochet river	599.34	1 36' 10" o. to o. thro. pl. gr. span	64,800	4.44	7,200	52.50	3,255.12
Creek à Beause	604.74	1 40' dk. pl. gr. span	32,800	4.44	7,800	52.50	1,865.82
Over Crossing Q. & L. St. J. Ry.	607.99	1 76' o. to o. thro. pl. gr. span	130,800	4.84	12,100	52.50	6,965.97
Little Bostonnais River	609.24	2 60' and 1 100' dk. pl. gr. spans	287,400	4.84	35,400	52.50	15,668.66
Big Bostonnais River	614.44	4 90' dk. pl. gr. spans	509,000	4.84	52,000	52.50	27,365.60
Croche River	617.44	2 90' skewed thro. pl. gr. spans; 2 90' skewed thro. pl. gr. spans, skewed at one end only	712,000	4.84	47,400	52.50	36,949.30
St. Maurice River	618.34	6 140' thro. truss spans	1,860,000	4.98	109,700	52.50	96,387.25
River au Lait	618.64	1 77' thro. pl. gr. span	119,000	4.84	12,400	52.50	6,410.60
<i>District "F":</i> —							
1st Crossing Edith Creek	1,587.54	1 24' 4" o. to o. dk. pl. gr. span	13,500	5.07	5,700	48.00	958.05
2nd Crossing Edith Creek	1,587.94	1 24' 4" o. to o. dk. pl. gr. span	1,626.54	2 40' and 1 93' o. to o. dk. pl. gr. spans	5,700	48.00	958.05
Wabigoon River	1,662.54	1 20' 4" o. to o. thro. pl. gr. span	200,000	5.70	27,000	50.00	12,750.00
Creek Crossing	1,672.79	1 20' 4" o. to o. thro. pl. gr. span	22,000	4.90	4,800	48.00	1,308.40
Creek Crossing	1,685.01	1 100' dk. pl. gr. span	160,000	4.70	16,300	48.00	1,308.40
Macfarlane River	1,690.01	1 100' dk. pl. gr. span	175,000	5.70	59,900	50.00	8,302.40
Winnipeg River	1,713.76	1 300' thro. truss span	1,200,000	6.90	95,770.00	95,770.00	2,331.42
Creek Crossing	1,736.61	2 50' dk. pl. gr. spans, 1 78' thro. pl. gr. span	22,000	4.90	4,800	48.00	1,308.40
Over Crossing C.P.R.	1,736.61	2 50' dk. pl. gr. spans, 1 78' thro. pl. gr. span	Can. Fdy. Co.	5.70	30,000	50.00	15,145.80
Whitemouth River	1,749.27	2 90' dk. pl. gr. spans	Can. Br. Co.	5.70	30,200	50.00	15,646.00
Brokenhead R., E. Br.	1,767.40	1 90' thro. pl. gr. span	190,000	5.70	18,000	50.00	11,730.00
Brokenhead R., W. Br.	1,774.00	1 60' thro. pl. gr. span	100,000	5.70	13,200	50.00	6,360.00

SESSIONAL PAPER No. 37

STATEMENT OF EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

1908	Pay Rolls	Accounts Payable	Contracts
April	11,726.09	3,787.53	.....
May	76,699.14	95,295.04	1,166,183.11
June.	94,148.02	113,714.06	1,615,648.98
July	100,071.27	97,525.11	2,074,691.38
August.	106,907.65	100,491.77	2,785,805.20
September.	110,372.31	150,499.50	2,057,072.89
October	108,136.05	126,433.03	2,478,068.60
November.	113,238.28	186,706.95	2,064,700.08
December	109,957.62	1,279,145.98	1,666,133.58
1909.			
January.	104,001.48	105,866.02	1,291,584.52
February.	96,136.38	93,565.83	767,691.75
March	101,919.89	84,094.74	1,830,367.48
April	82,109.34	190,518.92	1,332,009.79
	\$1,215,423.52	\$2,627,644.48	\$21,129,957.36
Cheques issued for Pay-Rolls		\$ 1,215,423.52	
Cheques issued for Accounts Payable		2,627,644.48	
Cheques issued for Contracts.		21,129,957.36	
Total		\$24,973,025.36	
Less amount deposited to the credit of the Receiver General		80,252.38	
		\$24,892,772.98	

D. HOCTOR,
Chief Acct.

STATEMENT OF EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

SUMMARY.

Detailed statements attached.

Headquarters.

Ottawa	Page 1.....	\$ 207,944.51	207,944.51
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Location.

District "A" ..	" 2.....	11,315.56
" "B" ..	" 2.....	19,138.46
" "C" ..	" 7.....	39,807.39
" "D" ..	" 2.....	24,224.06
" "E" ..	" 3.....	5,665.53
" "F" ..	" 3.....	20,325.74

120,476.74

Transport Service.

District "A" ..	.....
" "B" ..	Page 4.....	10,804.12
" "C" ..	" 4.....	49,844.98
" "D" ..	" 4.....	51,962.03
" "E" ..	" 9.....	14,606.60
" "F" ..	" 3.....	16,583.44

143,801.17

Construction.

District "A" ..	Page 5.....	5,160,360.59
" "B" ..	" 6.....	9,279,511.96
" "C" ..	" 7.....	32,994.54
" "D" ..	" 8.....	1,108,331.47
" "E" ..	" 9.....	197,871.60
" "F" ..	" 10.....	8,641,480.40

24,420,550.56

Total expenditure	\$24,892,772.98
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D. HOCTOR,

Chief Acct.

SESSIONAL PAPER No. 37

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

HEADQUARTERS.

Commissioners' Department	\$ 31,666.67
Accounting Department	16,368.20
Engineering Department	51,852.17
Purchasing Department	10,701.30
Supplies	5,900.87
Furniture and Fixtures	1,592.43
Freight and Express	230.92
Telegraph and Telephone	2,868.53
Rent	11,896.67
Insurance—Fire and Fidelity	7,401.78
Travelling Expenses	4,754.40
Advances	21,465.68
General Expenses	50,387.18
Legal Expenses	5,535.42
Stock	14,677.71
	<hr/>
	\$222,622.22
Less Credit	14,677.71
	<hr/>
	\$207,944.51
	<hr/>

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Location—District “A.”

Engineering	\$8,974.27
Supplies	295.84
General Expenses	332.75
Freight and Express	547.26
Camp Outfit	176.86
Furniture	988.58
	<hr/>
	\$11,315.56

Location—District “B.”

Engineering	\$16,722.95
Supplies	1,298.82
General Expenses	86.88
Freight and Express	771.90
Camp Outfit	214.51
Medical Service, &c.	43.40
	<hr/>
	\$19,138.46

Location—District “D.”

Engineering	\$20,193.81
Supplies	343.55
General Expenses	1,494.56
Freight and Express	671.94
Camp Outfit	942.05
Medical Service, &c.	578.15
	<hr/>
	\$24,224.06

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Location—District “E.”

Engineering	\$ 5,541.60
Supplies	32.63
General Expenses	30.50
Freight and Express.	60.80
	—————
	\$ 5,665.53

Location—District “F.”

Engineering	\$15,287.90
Supplies	3,030.52
General Express	246.20
Freight and Expense.	1,593.21
Camp Outfit.	167.91
	—————
	\$20,325.74

Transport—District “F.”

Pay Rolls	\$ 7,372.15
Supplies	5,875.08
General Expenses	791.84
Travelling Expenses	606.60
Camp Outfit.	232.30
Freight and Express.	1,682.97
Medical Service, &c.	22.50
	—————
	\$16,583.44

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Transport Service—District “B.”

Pay Rolls	\$ 8,174.20
General Expenses	233.66
Travelling Expenses	440.39
Freight and Express.	1,631.84
Camp Outfit.	324.03
	—————
	\$10,804.12

Transport Service—District “C.”

Pay Rolls	\$28,119.13
Supplies	3,340.66
General Expenses	1,799.68
Travelling Expenses	2,250.66
Camp Outfit.	1,670.33
Freight and Express.	12,333.42
Medical Service, &c.	331.10
	—————
	\$49,844.98

Transport Service—District “D.”

Pay Rolls	\$19,878.22
Supplies	16,200.51
General Expenses	4,956.15
Travelling Expenses	1,127.63
Freight and Express.	8,193.79
Camp Outfit.	1,588.48
Medical Service, &c.	17.25
	—————
	\$51,962.03

SESSIONAL PAPER No. 37

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Construction—District "A."

Instruments	\$ 3,090.74
Supplies	40,303.12
Engineering	191,011.93
Camp Outfit.....	3,730.71
General Expenses	60,859.19
Freight and Express.....	3,252.43
Medical Service.....	449.43
Right of Way and Station Grounds.....	126,843.63
Furniture	1,019.86
Grading.....	2,977,437.51
Clearing.....	90,278.14
Grubbing.....	41,817.67
Bridges, Trestles and Culverts	1,354,696.05
Ties	206,121.51
Rails	251,665.35
Crossings, Cattle-Guards and Signs	448.20
Track Fastenings.....	86,053.34
Track Laying and Surfacing	20,374.51
Frogs and Switches.....	5,293.48
Interlocking or Signal Apparatus.....	138.09
Fencing Right of Way	7,836.88
Telegraph Lines.....	13,893.53
Legal Expenses	853.20
Ballast and Ballasting	42,903.90
Water Stations	2,066.00
Miscellaneous Structures	133.96
	<hr/>
	\$5,532,572.36
Less Contract Reserve	372,211.77
	<hr/>
	\$5,160,360.59

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Construction—District "B."

Supplies	\$ 59,980.99
Engineering	261,952.87
Camp Outfit.	7,908.71
General Expenses	51,056.11
Freight and Express.	7,062.07
Right of Way and Station Grounds.	267,196.07
Medical Fees	490.25
Grading.	5,690,608.77
Clearing.	71,631.44
Grubbing	28,553.67
Bridges, Trestles and Culverts	1,891,565.08
Furniture	5,539.38
Rails	564,454.78
Track Fastenings.	102,647.33
Frogs and Switches.	11,069.84
Ties	217,882.46
Track Laying and Surfacing	39,211.00
Fencing Right of Way	56,000.20
Crossings, Cattle-Guards and Signs.	9,870.05
Tunnels.	16,560.00
Telegraph Line	6,975.00
Interlocking or Signal Apparatus.	14,600.00
Ballast and Ballasting	52,212.80
Water Stations	10,805.09
	\$9,445,833.96
Less Contract Reserve	166,322.00
	<u>\$9,279,511.96</u>

EXPENDITURE FOR THE YEAR ENDING 31ST MARCH, 1909.

Location—District "C."

Instruments	\$ 118.85
Supplies	342.24
Engineering	33,283.98
Camp Outfit.	2,882.38
General Expenses	2,168.20
Freight and Express.	407.54
Medical Fees, &c.	597.95
Furniture	6.25
	\$39,807.39

Construction—District "C."

Engineering	\$ 8,722.99
Supplies	3,291.95
General Expenses	1,629.00
Freight and Express.	410.91
Camp Outfit.	214.54
Medical Service	160.00
Bridges, Trestles and Culverts	314.95
Grading.	16,098.00
Clearing.	4,180.00
	35,022.34
Less Contract Reserve	2,027.80
	<u>\$32,994.54</u>

SESSIONAL PAPER No. 37

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909.

Construction—District "D."

Instruments	\$ 1,525.24
Supplies	21,317.52
Engineering	85,914.28
Camp Outfit.	7,654.35
General Expenses	27,221.05
Freight and Express	3,243.23
Medical Fees, &c.	1,219.41
Furniture	299.51
Right of Way and Station Grounds.	660.00
Clearing.	79,510.05
Bridges, Trestles and Culverts	115,279.75
Rails	335,977.72
Grading.	346,336.03
Grubbing	24,499.50
Track Fastenings.	57,107.13
Ties.	58,779.33
Yards and Terminals	4,167.21
	<hr/>
	\$1,170,711.31
Less Contract Reserve	62,379.84
	<hr/>
	\$1,108,331.47
	<hr/>

EXPENDITURE FOR THE YEAR ENDING 31ST MARCH, 1909.

Construction—District "E."

Supplies	\$ 3,480.35
Engineering	23,261.16
Camp Outfit.	300.34
General Expenses	8,764.92
Freight and Express.	1,849.41
Ties	1,413.85
Furniture	138.75
Frogs and Switches.	1,686.02
Clearing.	45,630.40
Grading.	125,214.62
Grubbing	1,371.81
Right of Way and Station Grounds.	2.00
Bridges, Trestles and Culverts	2,356.93
	<hr/>
	215,470.56
Less Contract Reserve	17,598.96
	<hr/>
	\$197,871.60

Transport Service—District "E."

Pay Rolls	\$12,441.11
Supplies	670.28
General Expenses	337.25
Travelling Expenses	331.40
Freight and Express.	732.48
Camp Outfit.	94.08
	<hr/>
	\$14,696.63

EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1909

Construction—District "F."

Instruments	\$ 410.75
Supplies	42,263.88
Engineering	197,135.74
Right of Way and Station Grounds.	27,253.18
General Expenses	102,303.49
Freight and Express.	6,033.08
Camp Outfit.	3,454.92
Medical Fees, &c.	213.50
Grading.	6,955,683.80
Clearing.	95,174.33
Grubbing.	16,499.07
Bridges, Trestles and Culverts.	652,529.66
Legal Expenses	35.36
Rails	272,493.98
Track Fastenings.	47,367.75
Ties	114,446.77
Furniture	550.72
Track Laying and Surfacing	38,403.32
Frogs and Switches.	20,875.78
Tunnels.	120,146.25
Ballast and Ballasting	148,991.13
Fencing Right of Way	18,873.02
Crossings, Cattle-guards and Signs	176.00
Telegraph Line	17,255.77
Water Stations	23,867.89
Shops, Roundhouses and Turntables.	17,098.20
Yards and Terminal	125.00
	8,939,662.34
Less Contract Reserve	298,181.94
	\$8,641,480.40

STATEMENT OF LIABILITIES ON MARCH 31ST, 1909.

Ten per cent. reserved on contracts:—

District "A"	\$422,523.17
" " "B"	688,891.36
" " "C"	2,027.80
" " "D"	64,303.33
" " "E"	17,598.96
" " "F"	692,930.09
	1,888,274.71
Outstanding Time Checks	1,839.17
Wages advanced to employees, collected from pay-rolls, not yet claimed by officers making such advances	105.00

CONTINGENT LIABILITIES.

Unclaimed cheques deposited to credit of the Receiver General, viz.:—

For year 1904-05	\$170.35
For year 1905-06	168.85
For year 1906-07	2.10
For year 1907-08	2.05
	343.35
	\$1,890,562.23

SESSIONAL PAPER No. 37

STATEMENT OF THE TOTAL EXPENDITURE FOR THE WORK DONE UNDER THIS COMMISSION UP TO THE 31ST MARCH, 1909.

Expenditure from September, 1904, to 30th June, 1905.	\$ 778,363.63
Expenditure for the year ended 30th June, 1906, including the amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg taken over by the Commissioners, viz.: \$352,191.73	1,831,263.50
Expenditure for the nine months ended 31st March, 1907	5,537,867.50
Expenditure for the year ended 31st March, 1908	18,910,449.41
Expenditure for the year ended 31st March, 1909	24,892,772.98
 Total expenditure to 31st March, 1909	 \$51,950,717.02

D. HOCTOR,
Chief Acct.

OTTAWA, July 15th, 1909.

To the Commissioners of the Transcontinental Railway.

Gentlemen:—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31st, 1909:—

Prince Edward Island	\$ 394.90
Province of Nova Scotia	1,854.61
Province of New Brunswick	40,267.14
Province of Quebec	188,023.04
Province of Ontario	135,235.00
Province of Manitoba	28,194.47
Province of Saskatchewan	237.36
Province of Alberta	965.04
Province of British Columbia	1,013.45
United States	5,558.13
Great Britain	5,365.57
 \$407,108.71	

A. L. OGILVIE,
General Purchasing Agent.

